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SURVEY OF DEVELOPMENT AREAS

BOSTON REDEVELOPMENT AUTHORITY

DECEMBER, 1983

gnv02-979

Boston Redevelopment Authority

Robert J. Ryan/Director

December 12, 1983

Mayor-Elect Raymond Flynn
Boston City Hall
Room 709
Boston, Mass.

Dear Mayor-Elect Flynn:

Enclosed is a survey of the major development areas and projects being administered by the Boston Redevelopment Authority at this time. Each project summary has been prepared to highlight the current activities being conducted by Authority staff; the products that will be generated by this activity, such as housing units, square feet of job producing space, or capital improvements; and the State and Federal funding that will be generated by the activity.

I hope this survey can be useful to you and your transition staff. We welcome the opportunity to amplify any of this information at your request.

Sincerely,

Robert J. Ryan
Director

ENCLOSURE:

1 City Hall Square
Boston, Massachusetts 02201
(617) 722-4300

BOSTON REDEVELOPMENT AUTHORITY
DEVELOPMENT AREA SURVEY

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Back Bay

Overview

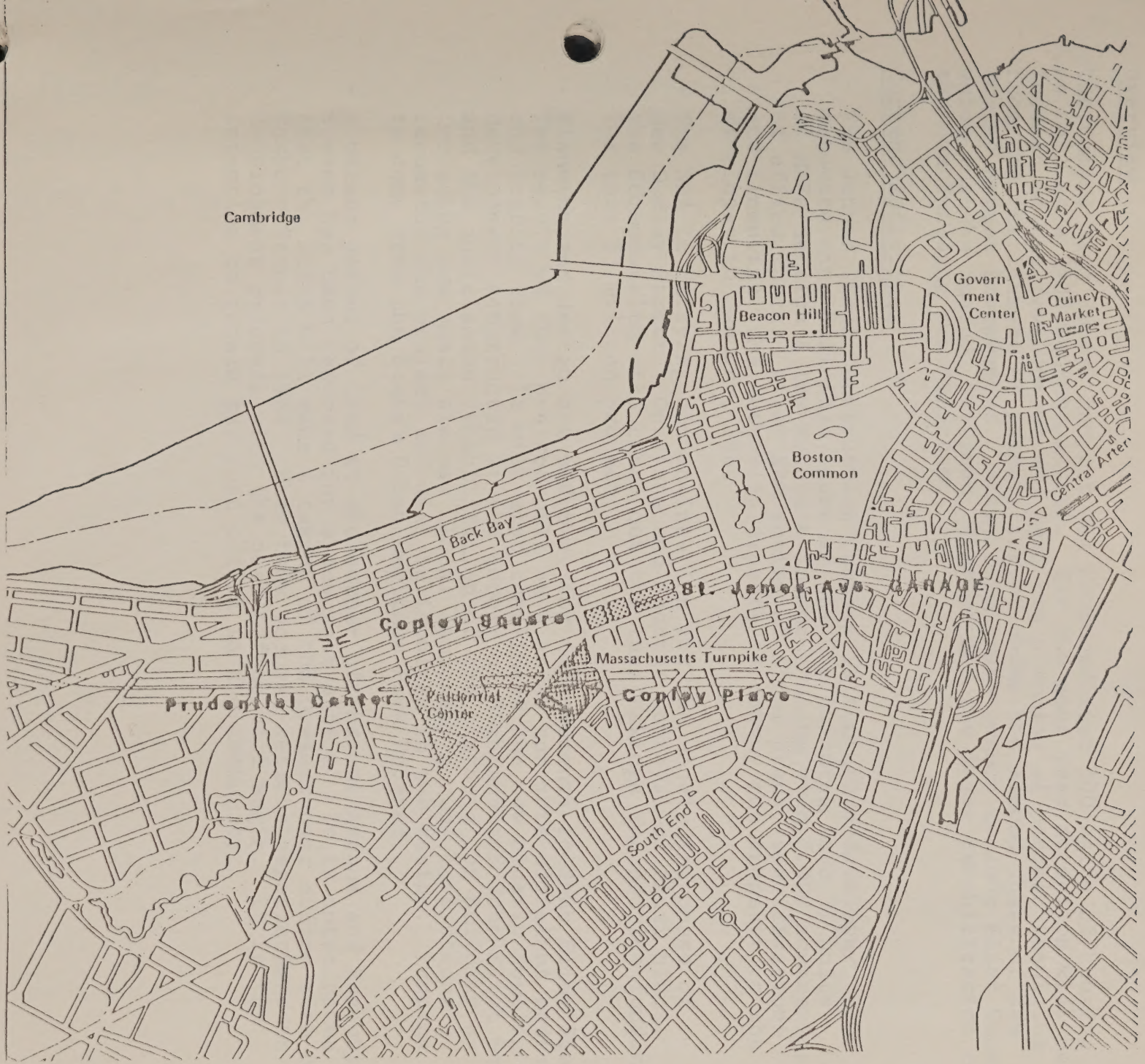
During the past twelve months Authority activity in Back Bay has focused on three major efforts in addition to Copley Place: 1. St. James Avenue Garage Parcel and adjoining Boylston Street block; 2. Copley Square Redesign and Design Competition; and 3. The Prudential Center Masterplan.

Current Activities

- On December 8, 1983, the St. James Avenue garage parcel and adjoining Boylston Street block were tentatively designated for redevelopment by the joint venture of New England Life Insurance Company and Gerald D. Hines Interests. Over the next twelve months, the Authority's staff will be working closely with the designated developers to complete schematic and design development drawings for this site. This will include close design review, in consultation with the St. James Civic Advisory Committee, of the appropriate height, massing, and materials, among other design issues. A formal environmental impact report will be prepared under the Authority's direction. We anticipate a construction start in early 1985 and completion and opening of the project in late 1986 or early 1987.

- The Copley Square redesign effect was encouraged by the efforts of the Copley Square Centennial Committee, a public/private cooperative approach to redesigning Copley Square. The Authority has received a $100,000 NEA grant to conduct a national design competition having as its basis a program outline for uses in the Square approved by the grass roots Copley Square Centennial Committee. On December 12th the two-stage design competition will be advertised nationally as well as with direct mailings of a design brochure to approximately 4,000 designers nationwide. Selection of the successful plan is expected by June, 1984. Because of the implementation of a final selected design will reflect a public/private effort, private interests are expected to raise at least $2.5 million of the $4.0 million initial budget, with the State funding the balance of $1.5 million.

- The Prudential Center is currently considering major redesign and additions to its large complex in order to more effectively relate to Copley Place's new uses and to expansion plans of Hynes Auditorium. An overview of the schematics developed by Prudential's design consultants: Stubbins Associates/Hok Architects will be presented to the Authority in early January - to be followed by the creation of a Civic Review effort.


Cambridge
Beacon Hill
Govern ment Center
Quincy Market
Boston Common
Central Artery
Back Bay
St. James Ave. GARAGE
Copley Square
Massachusetts Turnpike
Prudential Center
Prudential Center
Copley Place
South End

Campus High Urban Renewal Project

Overview

The Campus High School Project has produced over 500 units of housing as well as a 2500 student school. For the next year attention will be focused on the development and land use planning of parcels resulting from the realignment of Roxbury Street under the second phase of New Dudley Street improvement. Also, site improvements to John Eliot Square, which must be funded, designed, started and the major rehabilitation to the Cox Building are important.

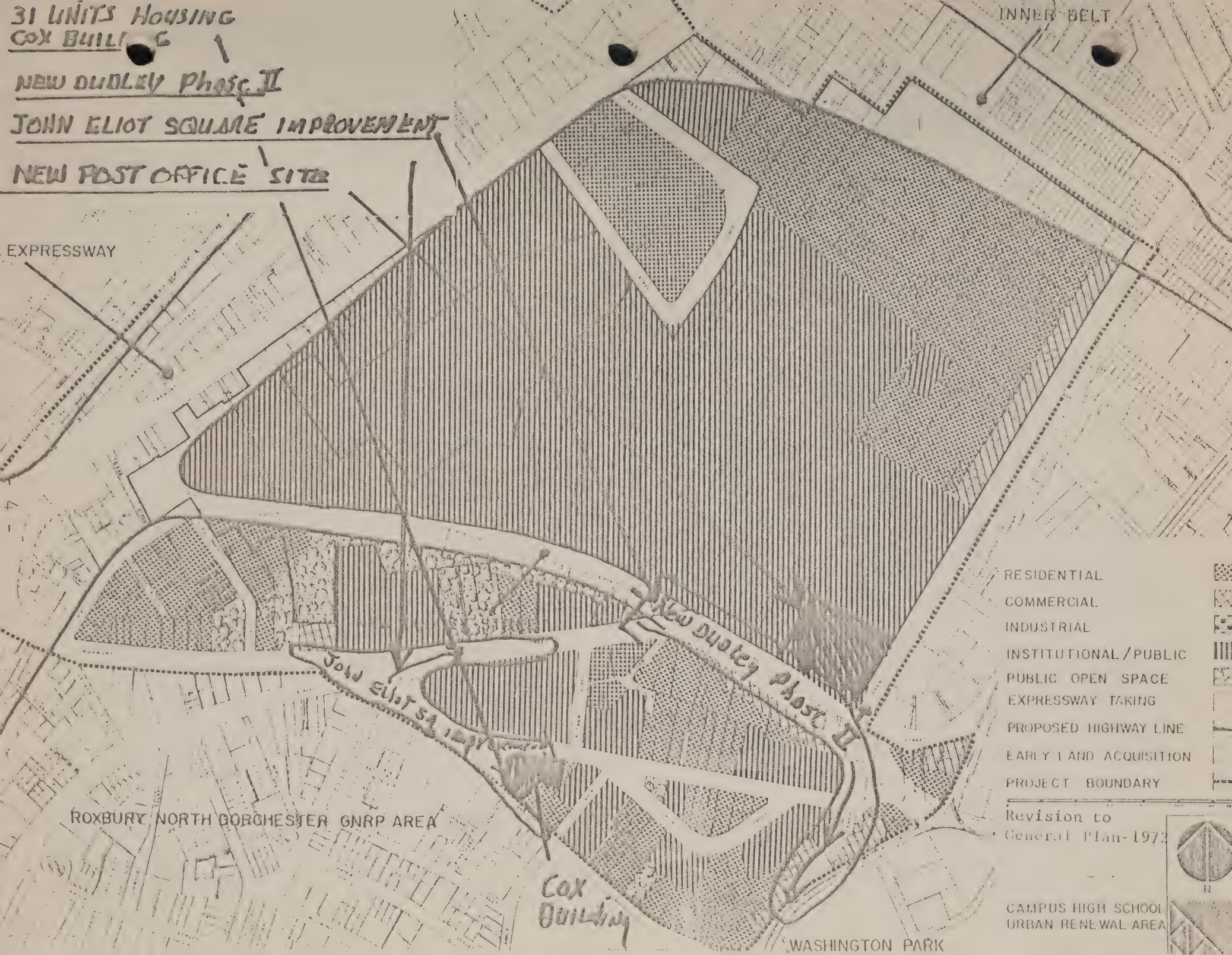
Current Activities

- The John B. Cruz Construction Company is tentative developer to renovate nine buildings known as the Cox Building into 31 units of MHFA Section 8 low-moderate income housing with 2,000 square feet of office space. After BRA review of final plans, specifications, and financing, the Authority expects to convey the property to the developer in January, 1984.

- The BRA is carrying out engineering for the concluding phase of New Dudley Street. On State and Federal approval of final plans, the Commonwealth will carry out the land takings and provide funding for this $3 million project.

- Planning and design are underway for improvements to John Eliot Square. The result of this project will be a safer and more efficient pedestrian and traffic flow. It will also compliment the new elderly housing development constructed at the corner of Highland and John Eliot Square and the anticipated rehabilitation of the historic Cox Building by including two small plazas. Local community groups have strongly requested the project and will be involved in the design. Funding is to come from the State's Urban Heritage Park Program.

- A vacant parcel of land at the corner of Shawmut Avenue and Roxbury Street has been reserved for a new post office. It is anticipated that the State will make a taking of the present post office site on Roxbury Street in 1984. When this occurs, serious negotiations on a development proposal with the post office will begin. It is the intention to retain the post office in the community.


31 UNITS HOUSING
COX BUILDING
NEW DUDLEY PHASE II
JOHN ELIOT SQUARE IMPROVEMENT
NEW POST OFFICE SITE
EXPRESSWAY
INNER BELT
NEW DUDLEY PHASE II
JOHN ELIOT SQUARE
ROXBURY NORTH DORCHESTER GNRP AREA
COX BUILDING
WASHINGTON PARK
RESIDENTIAL
COMMERCIAL
INDUSTRIAL
INSTITUTIONAL / PUBLIC
PUBLIC OPEN SPACE
EXPRESSWAY TAKING
PROPOSED HIGHWAY LINE
EARLY LAND ACQUISITION
PROJECT BOUNDARY
Revision to
General Plan-1972
CAMPUS HIGH SCHOOL
URBAN RENEWAL AREA

Central Artery/Third Harbor Tunnel Air-Rights Development

The Central Artery/Tunnel project will create approximately 22 acres to be redeveloped above the depressed roadways. In addition, the ultimate alignment will have major impacts on the City's local transportation network, requiring significant reconstruction of streets. The Central Artery reconstruction will also have a substantial impact on one of the City's major development areas, the North Station Urban Renewal Project.

On behalf of the City, the BRA has initiated contact with the Commonwealth to assure that Boston has control over the impacts of the project and has appropriate responsibility for the redevelopment of air-rights above the transportation project.

Current Activities

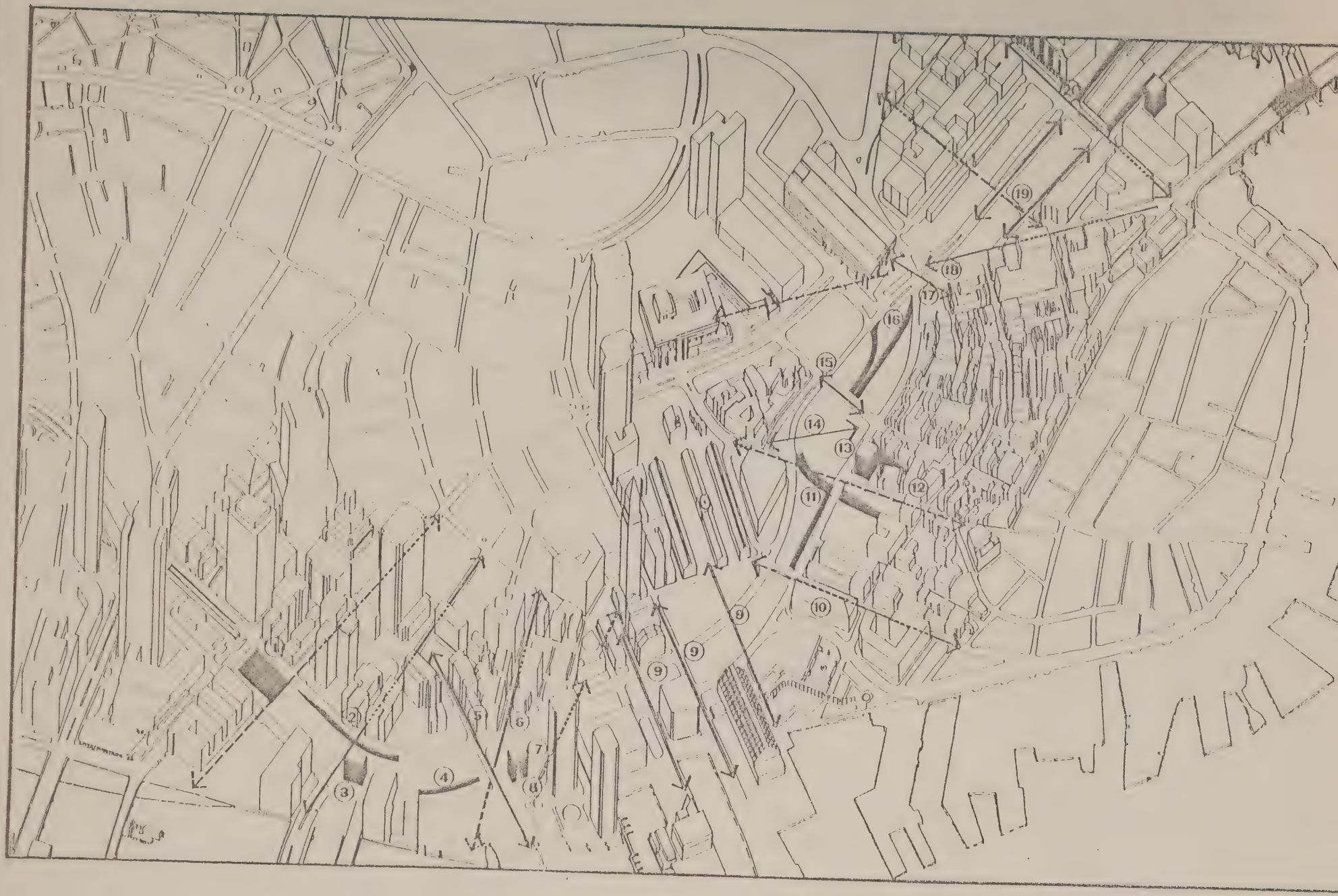
- The BRA conducted a comprehensive review of the draft Environmental Impact statement for the transportation project. In its response it stated that the Commonwealth should enter into a Cooperation Agreement with the City so that adverse impacts can be minimized and potential benefits increased. It proposed the scope of such an agreement. Among the principal undertakings which the City should carry out are,

  planning and implementation of necessary modifications of local roadways.

  replanning of the North Station project in light of the Artery project.

  redevelopment of air-rights sites created by the Artery project.

- The BRA has initiated conversations with the Commonwealth on the agreement. It has been proposed that city participation in the agreement would be funded from Planning Funds recently secured by the Commonwealth.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Charlestown Urban Renewal Project

Overview

During 1983 much of Charlestown activities consisted of completing review of various residential development proposals as well as some single family homes. Construction drawings for the reconstruction of Main Street were submitted to the Mass. DPW for Urban Systems approval. Contract W-2, a street reconstruction contract for Baldwin, Oak, Auburn, Amory and Albany Streets, was activated.

In 1984, the major emphasis will be completion of development proposals and public improvements as well as disposing of remaining urban renewal sites.

Current Activities

- Since approval to begin final design of City Square highway improvements is expected by the Mass. DPW, the Authority will commence its role in the preparation of the final plans to assure maximum development benefits as well as insuring a development continuity between the Charlestown community and the Navy Yard. Redevelopment sites created by the new roadway are expected to total 10 to 13 acres.

- The Authority is completing negotiations with the Archdiocese Planning Office leading to the construction of 125 units of Section 8 elderly housing on a site owned partially by the Church and partially by the BRA.

- The Authority has advertised for residential development proposals on a site bounded by Main, Warren, Henley and Winthrop Streets. Public meetings have been scheduled in January to review proposals.

- The BRA is reviewing a proposal by the Boston Filter Company and its development partners to develop its present site on Main Street as 80 units of condominium housing. A community review process has been established to determine design features of the project.

- Plans for the reconstruction of Main Street have been prepared by the BRA and submitted to the State for funding. A public hearing and final approval are expected in the Spring.

(Cont.)
COMMERCIAL
ALTERNATES
PUBLIC
INSTITUTIONAL
BOSTON
PROPOSED
MARY'S
ERLY HOUSING
NEW CITY SQ.
OPMENT SITE
CHARLES
RESIDENTIAL
COMMERCIAL
INDUSTRIAL
PUBLIC
INSTITUTIONAL
ALTERNATES
UNDETERMINED
UTILITY EASEMENTS
DISPOSITION PARCEL BOUNDARY
PARCEL NUMBER
PROJECT BOUNDARY
DISPOSITION PARCELS
Charlestown
Urban Renewal
Area R-55

Charlestown Navy Yard

Overview

The Federal Government transferred ownership of over 100 acres of the Charlestown Navy Yard to the BRA in 1974. In 1978 it designated Immobillare of New England as developer of 1200 units in the residential portion of the Yard. To-date Immobillare has developed 367 units of housing.

The BRA obtained funding from the Economic Development Administration, HUD and the Department of the Interior to create a new street and public utility system in the Yard, as well as a major new 16 acre public park and public marina.

Two developers have been designated to create the first office and retail developments in the Yard.

Current Development Activities

- Immobillare, in partnership with the Barkan Construction Company, proposes to redevelop Building 103 into 112 units of subsidized elderly housing. The BRA is presently preparing an Urban Development Action Grant for $1,650,000 to subsidize the project's rent levels.

- Immobillare currently has under construction 21 townhouses units located on the Yard's shipways.

- Immobillare has received BRA approval of final plans to redevelop Building 197 into 155 condominium units.

- Incubator Associates has been designated to develop Building 36 for 70,000 square feet of office spaces and ground floor retail use. The Authority has obtained an Urban Development Action Grant of $761,000 for public improvements in support of the project. Redevelopment activity is expected by March, 1984.

- The Authority designed a new Chelsea/Water Street access road from City Square to the Navy Yard. State and Federal grants were obtained to fund the road, which is now in construction.

- The Authority currently has under review proposals for Buildings 149 and 199. Our objective in selecting a redeveloper is to create 750,000 square feet of office and manufacturing space, together with 1200 parking spaces serving the Yard as a whole.

ILLUSTRATIVE SITE PLAN

BOSTON REDEVELOPMENT AUTHORITY

BNS/C

BOSTON NAVAL SHIPYARD AT CHARLESTOWN

Chinatown/South Cove

Overview

The Chinatown project area includes Chinatown proper, the South Cove and T-NEMC area, as well as portions of the surrounding Theatre District, Combat Zone and South End The need to expand housing opportunities for Chinese families and to diversify the neighborhood's economic base are the two central issues in Chinatown. Co-existence with the Medical Center is of primary concern, as is the need to be actively involved in the major development projects on the edges of Chinatown such as Lafayette Place, South Station and the resurging Lower Washington Street (Center City) area. Chinatown has a need for all forms of capital improvements, such as streets, sidewalks, utilities. The need to improve traffic circulation and increase open space in Chinatown is critical.

Significant progress was achieved during the past year to create a new relationship between Chinatown, Tufts and the Medical Center, which can address some of these issues.

Current Activities

- The Authority is completing its review of the Tufts and Medical Center Masterplan. Review of major development activities will be conducted with Chinese community, leading to the determination of T-NEMC's boundaries and general scope of development through 1992.

- The Authority is working with the Chinese Consolidated Benevolent Association on its financial package to subsidize 150 units of Chinese housing on the 50 Herald Street site donated by Tufts as a result of recent BRA negotiations.

- The BRA has initiated engineering intended to lead to mixed use development over the Turnpike between the Surface Artery and Arlington Street. Particular focus is on determining the engineering and architectural constraints to develop 200-300 units of housing, up to 500,000 square feet of light manufacturing space and approximately a 250-300 car parking structure over the Turnpike between Harrison Avenue and Tremont Street-Shawmut Ave. This project will involve coordination with EOTC, EOCD and appropriate federal agencies to be financed.

- Phase II, of the Hudson-Beach ChinaGate Park will be completed soon and design/engineering work should commence on Phase III, Edinboro Park, so that Edinboro/Kingston Street can be closed to Beach Street and a landscaped setting area completed.

- The Authority is working with Don Bosco High School on a proposal submitted for construction of a new High School building and 240 units of rental housing, 40 units of Chinese family rental units and a 140 car garage. Upon approval of development, the Schoool will begin in Spring, with housing to follow. Total development of both 360,000 square feet at estimated cost of 27 million dollars.

PUBLIC
GARDEN
BOSTON
COMMON
PARK
TUFTS
DON BOSCO
AIR RIGHTS
HOUSING

COLUMBIA POINT PENINSULA REVITALIZATION PROJECT

Overview

For some years the BRA has been working with the Boston Housing Authority, the Columbia Point Community Task Force, Inc. and others on plans for the comprehensive revitalization of the Columbia point peninsula. In the last two years important elements of those plans have taken on reality and remarkable progress has been made towards creating a new Columbia Point community. The renovation of the nearly vacant Bayside Mall into the Bayside Exposition and Apparel Centers, and its successful operation over the last year has been critical to positive momentum at Columbia Point. Bayside expects to start construction this spring on an office/apparel center addition, and has future plans for another office building and a hotel on their site.

The BRA, BHA and the Task Force have recently designated a joint venture development team to redevelop the Columbia Point public housing project site.

Current Activities

- The designated development team, the BHA and BRA and other parties, are hard at work now, meeting several times a week, trying to put the necessary pieces in place so that demolition of existing buildings can start by June 1984 and site preparations, at least, by Fall 1984. Since this unique project requires the constant participation of the two public agencies, the BRA is heavily involved in every aspect of this development: the identification and seeking of substantial subsidies from State and Federal agencies; design review; social services and relocation planning; review of interim and permanent management plans; investigation of site conditions; coordination with other peninsula development and activities etc.

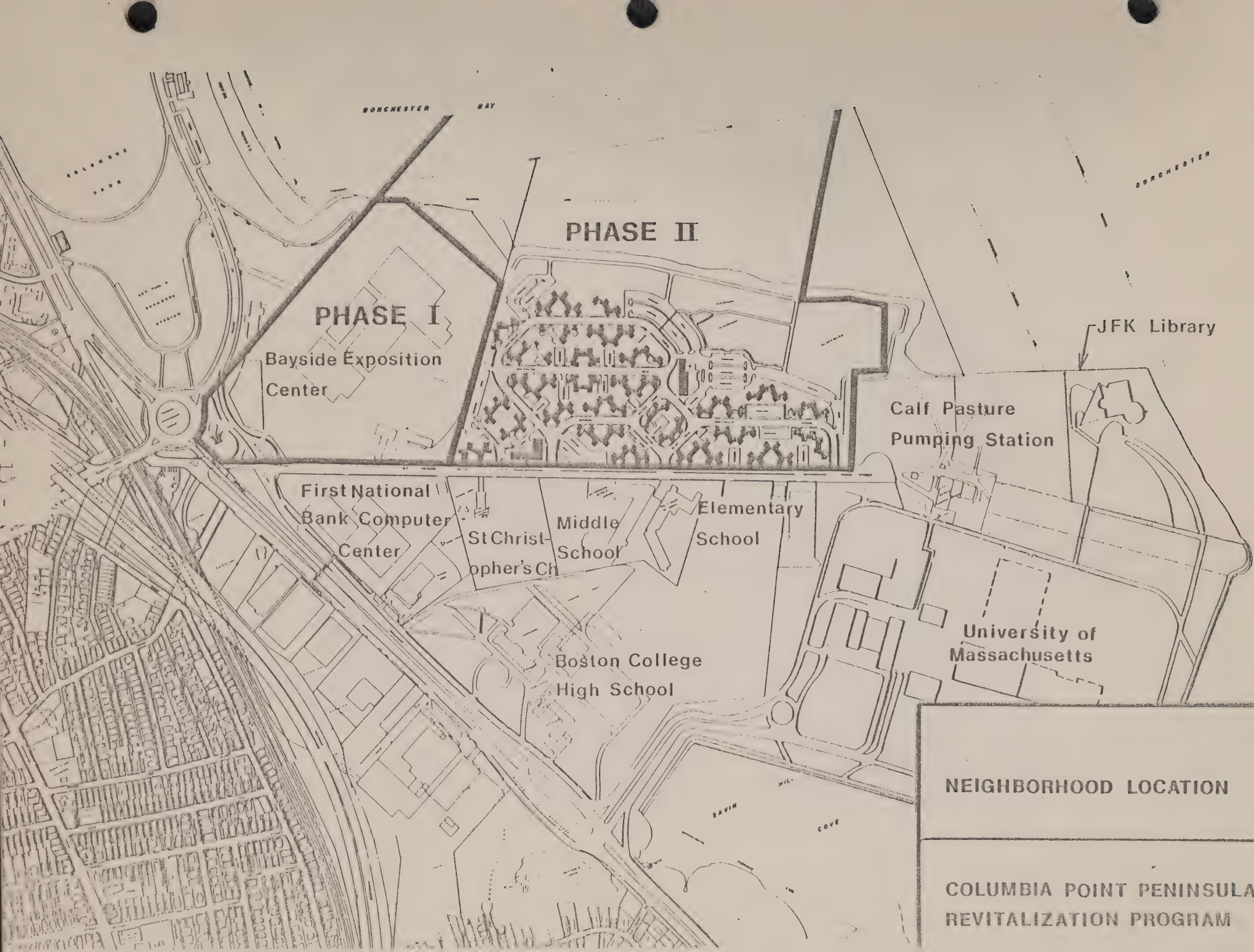
- The BRA applied for a two-phase $25 million UDAG in 1982 to assist both in the development of Bayside Expo Center and in the renovation of the housing project. It received an initial award of $3.5 million for Bayside and related public improvements. The present schedule calls for the BRA to file an amended application for the Phase II $20.5 million in spring 1984. If awarded in the summer, the BRA would then move to put in place the numerous legal agreements between HUD, the BRA and the developer necessary for the money to become available.

- The City, through the Parks Department, owns a 13.5 acre piece of the 50 acre parcel offered to the private developer. There are a number of legal and financial hurdles which have to be overcome before this parcel can be made available to the developer; the BRA is committing itself to a major effort to work this situation out in a timely fashion and in a manner acceptable to all the relevant parties.

- There are several vehicular and pedestrian improvements which need to be made at the entrances to Columbia Point and within the peninsula itself. The Phase I UDAG award includes funds for these public improvements and engineering consultants to the BRA are working on plans with intentions of starting construction in Spring 1985. The BRA will probably seek additional funds for remaining circulation improvements, perhaps in the Phase II UDAG or from other State and Federal programs.

- In its role as the City's planning agency, the BRA has provided survey, mapping, environment, traffic and other engineering services at Columbia Point, first for general use, and now more specifically for the housing developer's use. The BRA currently has its consulting engineers engaged in a number of these activities and will expand these as the need arises.

- Bayside Associates, the developer of the Expo and Apparel Center, plans to develop the entire site over the next few years. The BRA is working with the developer on a master plan for the site accpetable to all parties. In addition, it continues to monitor closely construciton and permanent employment at Bayside for compliance with City goals as part of its UDAG responsibilities.


PHASE II
PHASE I
Bayside Exposition Center
JFK Library
Calf Pasture Pumping Station
First National Bank Computer Center
St Christopher's Ch
Middle School
Elementary School
University of Massachusetts
Boston College High School
NEIGHBORHOOD LOCATION
COLUMBIA POINT PENINSULA
REVITALIZATION PROGRAM

Copley Place

Overview

Copley Place, a multi-use commercial and residential complex, has partially opened - as of July, 1983 with the opening of the Westin Hotel. On February 13th Neiman-Marcus and the Central Area retail office complex is expected to open, and by October, 1984, the proposed 100 units of housing will be completed and occupied. During the past three years, the Authority's staff has monitored and reviewed final open design features after close consultation with the Copley Place Design Advisory Group (DAG). As this project also received an $18.5 million UDAG, the City and Authority have maintained intensive monitoring of employment goals (including the Mayor's Executive Order on Women, Minorities and Boston residents re: construction jobs). In addition, loan funds repaid by the UIDC developers have been placed into a Neighborhood Development Fund for the production of new and rehabilitated housing and other community development activities within the South End/Fenway Impact area.

Current Activities

- The staff has been working to assure completion of the 100 units of housing on schedule next Fall and to assist the developer in identifying and securing subsidy commitments for the 25% low/moderate income units.

- After final BRA/DAG review, construction of the pedestrian bridge between Copley Place and the Prudential Center (over Huntington Avenue) has recently begun. A number of detailed finish design issues are being reviewed and resolved with the DAG.

- The City and the BRA have actively monitored and promoted the permanent employment goals required in the UDAG Grant and Loan Agreement with the developer (i.e. permanent hiring for the Westin and Mariott Hotels, and the retail complex, including Neiman-Marcus).

- Remaining developments issues include reuse of Parcel IA (at the intersection of Harcourt Street and Huntington Avenue).

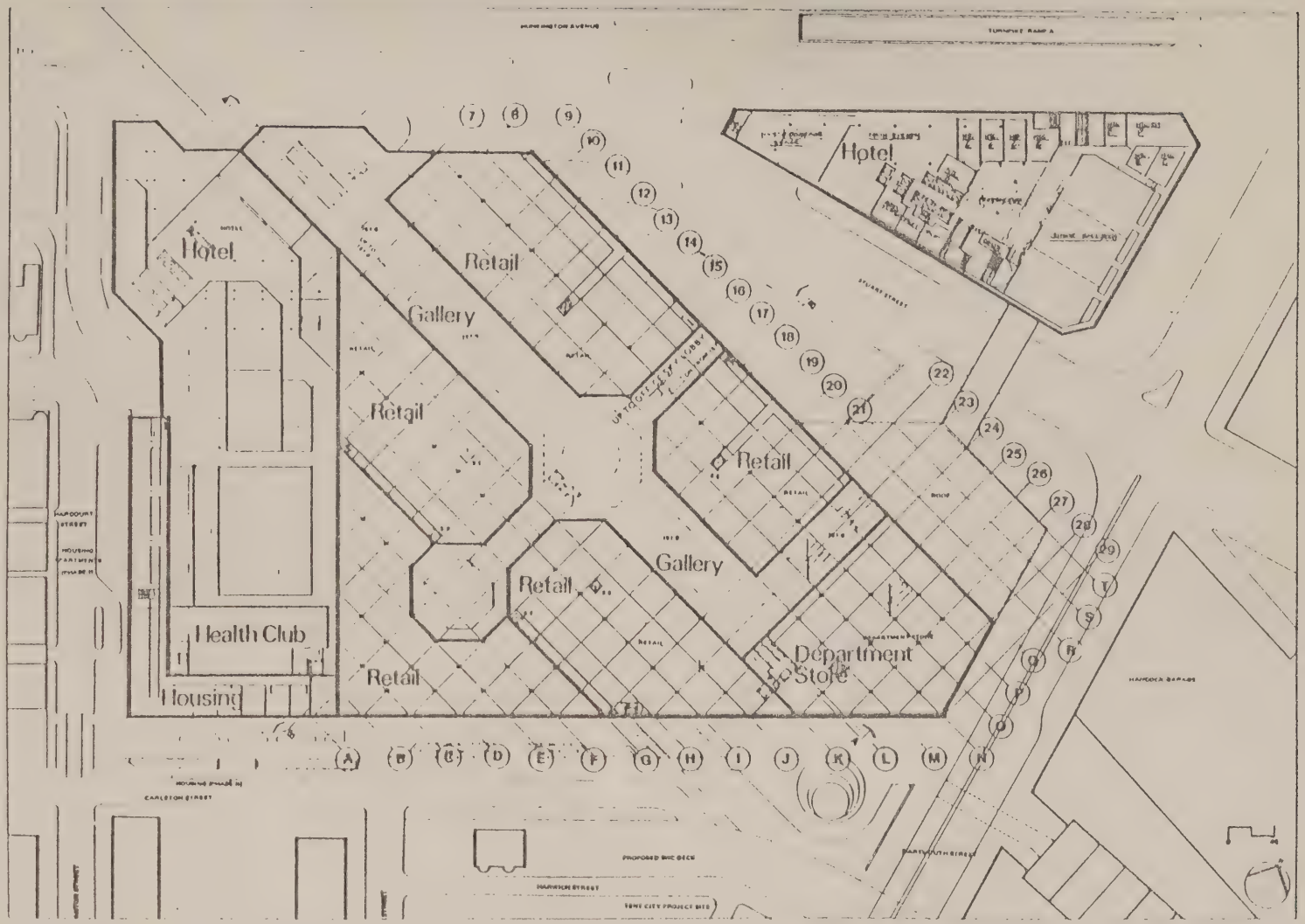
COPLEY PLACE

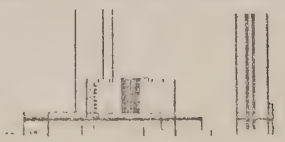
Gallery 1 Level 151

Total Gross Floor Areas

Retail

• Specialty Department Store (G.L.A.)	28,800
• Gallery Shops (G.L.A.)	92,706
• Cinemas, Health Club	20,000
• Neighborhood Retail (G.L.A.)	
Gallery Circulation, Escape Corridors, Mechanical	59,225
Offices and Lobbies	
Westin International Hotel (756 Rooms)	47,300
Convention Hotel (800 Rooms)	71,144
Parking	—
Total	319,175





Downtown Waterfront - Government Center Areas

Overview

Substantial progress was made during the past year in achieving our renewal goals in the Waterfront and Government Center areas. Groundbreaking took place last summer for the construction of Marketplace Center opposite the Markets, while across State Street in Custom House Square, work began on the restoration of the historic Jenney Building. Following the Authority's public solicitations of developer interest for several major parcels, developers were tentatively designated for a new hotel at Haymarket Square, a mixed-use development on Rowes/Fosters Wharf, and a recommendation was made to the City's Public Facilities Commission for a final developer designation and sale of the Government Center Parking Garage for a proposed two story office use addition. All of these developments are scheduled to start in 1984. Plans for two important public improvement projects were finalized recently: The Phase I reconstruction of Long Wharf was started; and the Mass DPW approved the Authority's plans for the reconstruction of Atlantic Avenue Phase III to be carried out under the Urban Systems Program. A summary of the status of these projects follows:

Current Activities

- Marketplace Center at State and Commercial Streets. Developer: Marketplace Center Assoc's (Jas. Sullivan) Cost $60m 270,000 square feet office space; 64,000 square feet retail; 123 cars in underground garage. Extensive public improvements by developer including walk-to-the-sea and under-artery improvements. Completion: Spring, 1985.

- Jenney Building Restoration 150 Milk Street. Developer: Jenney Building Assoc's. Cost $2.3m. General office and business uses. Developer will spend $140,000 on outside public open space improvements. Completion: Spring, 1984.

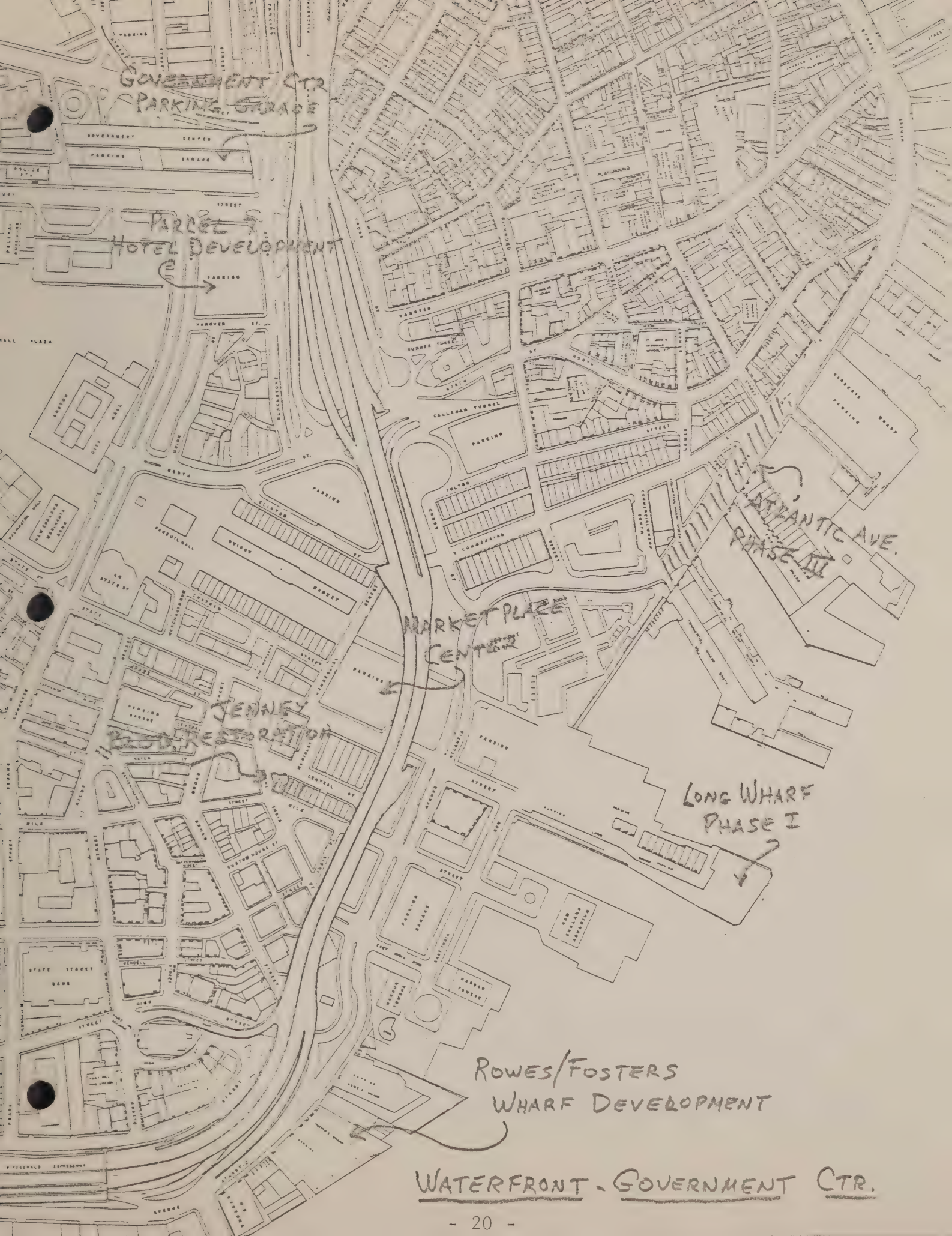
- Parcel 7 Hotel Haymarket Square. Developer: David Nassif and Holiday Inn lessee operator. 35 stories; 460 rooms; 210 covered parking spaces. Cost: $71m Construction mid 1984.

- Rowes/Fosters Wharf Atlantic Avenue. Developer: Beacon Companies. Cost $90m. 265,000 square feet office space; 150 condo units; 160 hotel executive suites; 25,000 square feet retail including public boat terminal; 450-500 car covered parking spaces. Construction start late 1984.

- Government Center Parking Garage. Developer: Richard H. Rubin Companies. Cost: $30m two story addition, 250,000 square feet office space; minimum 2000 parking spaces; retail space 20,000 square feet; public improvements by developer $3m: Construction Spring, 1984

- Long Wharf Phase I. Cost $1.65m Wharf reconstruction and development of public open space and docking facilities. Work underway.

- Atlantic Avenue Phase III. Between Commercial Wharf and Eastern Avenue. Cost $1.3m. Urban Systems Program. Work consists of street and sidewalk reconstruction, trees and lighting. Construction start early 1984.



WATERFRONT - GOVERNMENT CTR.

Dewey Square/Essex Street Area

Overview

The Dewey Square area is going to be one of the most critical sections of the City over the next decade. Projected transportation projects including resurfacing of the South East Expressway, South Station Intermodal Transportation Center, 3rd Harbor Tunnel, and the Central Artery Depression will all impact this area and require changes in the street transportation system. Access to and through the downtown will depend to a great deal on the success of the City in designing and implementing effective transportation planning in this area.

Current Activities

- A $500,000 grant obtained under the Federal Government's Transportation System Management (TSM) program is being used to design temporary and permanent new road alignments and bus routings. Included in the design are pedestrian amenities, exclusive bus lanes, taxi storage and parking areas, and other necessities for this impacted area.

- New Essex Street has been designed and funds for the necessary survey work have been approved. Work will commence in early 1984 followed as quickly as possible by environmental reviews and engineering. Funds for these efforts are provided under the TSM. but funding for acquisition, demolition, and construction need to be found or firmed up.

- A study is being undertaken to determine the possibilities and problems of a proposed series of pedestrian bridges connecting South Station, Dewey Square Tower, and Summer Street. Questions being considered are direct and indirect costs and returns, historical and environmental impacts, pedestrian safety and traffic flows. Final results are expected in early 1984.

- An application has been made to the Federal government to cover the physical costs of busway improvements under the innovative transit program. Funding is uncertain.

- The Dewey Square area is considered the appropriate site for a relocated Pagoda Park to provide recreation facilities for the Chinatown community. Padoda Park relocation is an important part of the Wang Factory development program.

- The Dewey Square Park Association is being set up by area landowners to implement a maintenance agreement for the Park. Final negotiations and signatures by both sides is still necessary.

- Developer interest is increasing in the various vacant parcels, and possible parcel assemblage, in the Essex Corridrer and Dewey Square area.

SOUTH STATION
PROJECT AREA

Scheme "B"
High Street Northbound

BOSTON REDEVELOPMENT AUTHORITY

East Boston Harborside

Overview

The East Boston Harborside Project involving the planning and development of the Massport-owned property in East Boston known as Piers 1-5 is on schedule and proceeding according to our August 26, 1981 agreement with Massport. Authority staff has continued to provide technical assistance to the Project Advisory Committee and coordinate the activities of the project consultant team under contract with the Authority.

The Project Advisory Committee formally endorsed the concept of the land use program and preliminary development plan at its November 17, 1983 meeting and requested that BRA staff and the project consultant team, headed by Arthur Erickson Architects of Vancouver, British Columbia, commence drafting the development plan for submission to our Board and Massport.

The land use program calls for a multi-use development including approximately 370,000 square feet of office, 330,000 square feet of residential, a large full-service marina, project-oriented retail, water-related light industry, parks and esplanades assuring public watefront access, and a mix of structured and surface parking to satisfy created demand.

The preliminary Development Plan concentrates the structures on the westerly section of the site on Pier One and its backlands contiguous to the Heritage Apartment complex and the nearby Maverick Square MBTA Station. Massing is comprised of a mix from 4 to 7 stories.

Current Activities

- The Project Advisory Committee recently requested Authority assistance in conducting a widely advertised public hearing in the neighborhood to afford residents the opportunity to review and comment on the land use program and development concept. This meeting is scheduled for December 15, 1983 at 7:30 p.m.

- Work is now underway by BRA staff and project consultants to refine existing information and data. Necessary supplemental analysis will also be carried out to assure that the resulting development plan is both viable and feasible as well as comprehensive in nature.

EMMONS ST
ELBOW ST
STREET
CHELSEA
GOVE
FRANKFORT
MOKAY PL
GENEVA
WELLINGTON
SERVICE
WINTHROP SQ.
WINTHROP
HENRY ST
PARIS
MAVERICK
BREMEN
BREMEN
EVERETT
EMMET PL
BURKE'S
BELMONT PL
LITCHFIELD
LOWLAND PL
LAMSON COURT
CASTLE
HOOPER
ARLEMON ST
APPLE ST
EVERETT PL
EVERETT ST
ISPWICH PL
STREET
JEFFRIES
STREET
CLIPPER SHIP
LANE
FR. JACOBBE
ROAD
S. BREMEN ST.
MURRAY CT.
WILBUR CT.
COTTAGE PL.
WEBSTER AVE
GENESEE ST.
NOBLE CT
SUMNER PL
SEAVER ST.
LAMSON
STREET
WEBSTER PL
STREET
WEBSTER
ORLEANS
COTTAGE
HAYNES ST
RUTH ST
SARATOGA ST
LANE B
MARGINAL
MARGINAL
(Street Closed)
LEWIS ST.
East Boston Harborside
pier 1
pier 3
pier 4
pier 5
N

Fenway Urban Renewal Project

Overview

Most major redevelopment activities and project improvements have been completed. Attention is now focused on institutional expansion, zoning, housing matters and the economic rebirth of commercial areas.

Current Activities

- Northeastern University has submitted a draft master plan to the BRA. Additional information has been requested. A community process for input will be established when the level of information provided is sufficient for discussion of policies and options.

- A Massachusetts Avenue CARD proposal has been submitted to City Council. The first project application is expected to be Horticultural Hall Office rehabilitation. This project will produce 53,000 square feet of new office space for the Horticultural Society and other non-profit organizations.

- BRA is working with the Fenway CDC on various proposed housing developments. Currently, the CDC has submitted an application to the Housing Partnership which provides for the rehabilitation of two buildings totalling 60 units. CDC is also under consideration as co-developer with OKM Associates, for the redevelopment of the Little City Hall structure (Girls Trade on Hemenway Street) into 48 units of housing. BRA and Public Facilities are in joint review of this project.

- A proposal to provide a permanent sidewalk and landscaping for the sidewalk area running the length of Church Park housing on Massachusetts Avenue is under design review.

CHARLES
RIVER
KENMORE
SQUARE
FENWAY
URBAN
RENEWAL
AREA
PARKER HILL
NORTHEASTERN GENERAL AREA
MASTER PLAN
G.N.R.P. BOUNDARY
PROJECT BOUNDARY
PROPOSED
TITLE I PROJECTS
Parker Hill-Fenway
Urban Renewal
Area R-48
BOSTON REDEVELOPMENT AUTHORITY

Fort Point Channel Planning Area

Overview

The Fort Point Channel is the site of the most active speculation and pre-building activity in Boston. Large parcels of formerly industrial land totalling over 65 acres are in the handsof large developers and public authorities. Development plans for more than one half billion dollars of investment have been made. Lack of public infrastructure, especially dependable roads and bridges, have been the main brake on development up to this point. The Third Harbor Tunnel plan will be a major spur to development in Fort Point Channel. This proposal will greatly improve the accessibility of the site in all directions and end the uncertainty about the location of future roads.

The residential community of South Boston, which abuts the planning area, is quite concerned about the nature of the development in the northern part of their peninsula, and its potential impacts.

Current Activities

- The Fort Point Channel Forum; Organized by the BRA Director in March 1982, includes property owners and representatives of government agencies and some South Boston Community leaders. Its purpose is to identify and resolve major issues. These issues include: Design and construction schedule of the New Northern Ave. Bridge and related roads, Central Artery and 3rd Harbor Crossing, timing, design, and environmental impacts of proposed private developments; need for and funding for public infrastructure. In the first part of 1984 the Forum will deal with design changes proposed for the New Northern Ave. Bridge, adoption of a cooperation agreement for a new Northern Ave. and configuration of adjacent development parcels and other master planning issues.

- Design of New Northern Ave & Bridge: Alternative designs for the bridge are being prepared by the State's consultants and will need to be reviewed by staff in 1984. BRA and abutters are working on a New Northern Ave. alignment for submission to the State. As a critical part of the negotiation of the alignment, a cooperation agreement amongst the abutters is being developed. The BRA staff is playing a lead role in negotiating this agreement.

FORT POINT CHANNEL - 28 -
PROJECT AREA

Kenmore Square

Overview

The BRA has received a proposal that the Kenmore area be designated as an Urban Renewal Area. The proposal is that the bulk of the area be rehabilitated, but that new mixed use development occur on four sites.

Current Activities

- BRA staff has given the proposal an initial review and identified several areas of major concern. These include,

  accurate cost estimation of the project.

  definition of the public benefits to be derived.

  identification of a process of community involvement.

  the appropriate project boundaries financial feasibility of proposed redevelopment projects.

KENMORE SQUARE PLAN
DEVELOPMENT PARCELS

1 BUCKMINSTER HALL
2 WESTGATE/NARCISSUS
3 DEERFIELD/B.U.
4 MASSACHUSETTS TURNPIKE

0 200
100 300ft.

Kittredge Square

Overview

Kittredge Square is a small residential project located between historic John Eliot Square and a Revolutionary War Fort. The residential properties provide a cross section of suburban architecture covering the period of 1830-1900. Over the past four or five years, progress has been made by individuals and major developers in renovating and restoring some important historic residential structures creating a neighborhood comeback with new home ownership and housing units.

The BRA will continue to promote this activity in the coming year. There has also been an increased interest by developers in constructing new residential housing units on vacant parcels. This activity will require our support along with local community input.

Two thirds of the project improvements is complete. One more contract will be required to finish this work.

Current Activities

- Last summer local neighborhood groups and city departments met to discuss a housing program and vacant land planning. Contact will continue with these groups as development proposals are submitted to the Authority for community input.

- By the end of December 1983 the Authority will advertise for rehabilitation proposals to renovate vacant property at 14-20 Linwood Street and 8 Alvah Kittredge Park. By the end of 1984, fifteen renovated units of housing will be completed.

- In the coming year it is anticipated that five additional vacant structures will be advertised for rehab proposals, two structures on Morley Street and three structures on Highland Street.

- The BRA will complete its grant/loan agreement with the owner of the Edward Everett Hale House, leading to the restoration of this National Landmark property in 1984.

8 KITTREDGE SQ PARK
14-20 LINWOOD ST.
FUTURE ADVERTISING
EDWARD EVERETT HALE HOUSE
EDWARD EVERETT HALE HOUSE
8 ALVAN KITTREDGE SQ
14-20 LINWOOD ST
LINWOOD STREET
HIGHLAND PARK
ALVAN KITTREDGE SQUARE PARK
TRINITY LUTHERAN CHURCH
4155
4156
4157
4158
4159
4100
4101
4102
4103
4104
4105
4106
4069
4070
4072

Lafayette Place

Overview

Phase I of Lafayette Place is nearly complete and will open in three phases during the first half of 1984. The first section to open will be the parking lot owned by Real Property and leased to LPA, which should open in January. The retail stores should open in the first two weeks in March, and the hotel in June. Two more phases based on options granted to the developer remain to be planned and approved.

Lafayette Place will provide 511 hotel rooms, 170 stores and restaurant, and 1,300 parking spaces for public use. The complex will provide 1,470 jobs, of which at least 735 will go to Bostonians in accord with current policies.

In addition, several public works projects required for the successful operaton of the project, or required by the Tripartite need to be completed or re-negotiated. Phase II (The Hayward Garage site) is expected to go into detailed planning and design early next year, and a UDAG application on behalf of the City or the Developer is likely. Early indication is that a UDAG request of between $5-7,000,000 is likely to be favorably considered. Phase III (the Boston Edison site) is further in the future.

Lafayette Place will move downtown development south of Jordans and represents the first new investment in the last declining area of the downtown. The combination of quality hotel and shops plus much needed parking will fill several deficiencies in the downtown commercial mix identified in the Downtown Planning Study. This project has already stimulated new investor interest in this area (e.g. purchase of the Kressge store). Its success or failure will have a major impact on future development south of Jordans for a long time to come.

Current Activities

- The BRA will complete construction of Ave de Lafayette, and rebuilding of Washington Street, Chauncy Street and Bedford Street in 1984.

- Negotiations will be required to resolve the appropriate use and design controls for Phase II development, the former Hayward Garage site. This will include provision of modified roadways and new public amenities.

LAFAYETTE PLACE
PROJECT AREA

North Station Urban Renewal Project

Overview

The North Station Project was initiated three years ago to revitalize a 75 acre area north of downtown which, after decades of decline, was blighted, obsolete, inappropriately developed and continuing to deteriorate. The area holds enormous potential for greater public and private benefit because of its proximity to the Government Center and the Financial District, its attractive location along the Charles River Basin and its extraordinary transportation service by commuter rail, Orange and Green Lines and direct connections to the interstate highway system via the central artery. The overall goal is to create an attractive mixed use area through substantial private investment and, where necessary, public expenditures which result in economic growth, job creation, housing, increased tax revenues and the provisions of desired public facilities and amenitities. The Authority's strategy has two basic components. The historic Bulfinch Triangle encompassing about 35 acres has been designated a Commercial Area Revitalization District as an incentive to attract private investment to rehabilitate existing structures and for in-fill construction. Currently two moderate sized buildings are being rehabilitated into first class office and commercial space. The area from Causeway Street north to the Charles River, encompassing some 40 acres, has been designated an Urban Renewal Project reflecting the need for an extensive public involvement necessary to stimulate revitalization. The catalyst for the project is the new Federal office building. During 1983 the Authority completed preparation of the Federal site, conveyed it to the General Services Administration, and construction of the building is into its sixth month. Summarized below are the major activities anticipated for 1984 in which the Authority will play a central planning and coordination role:

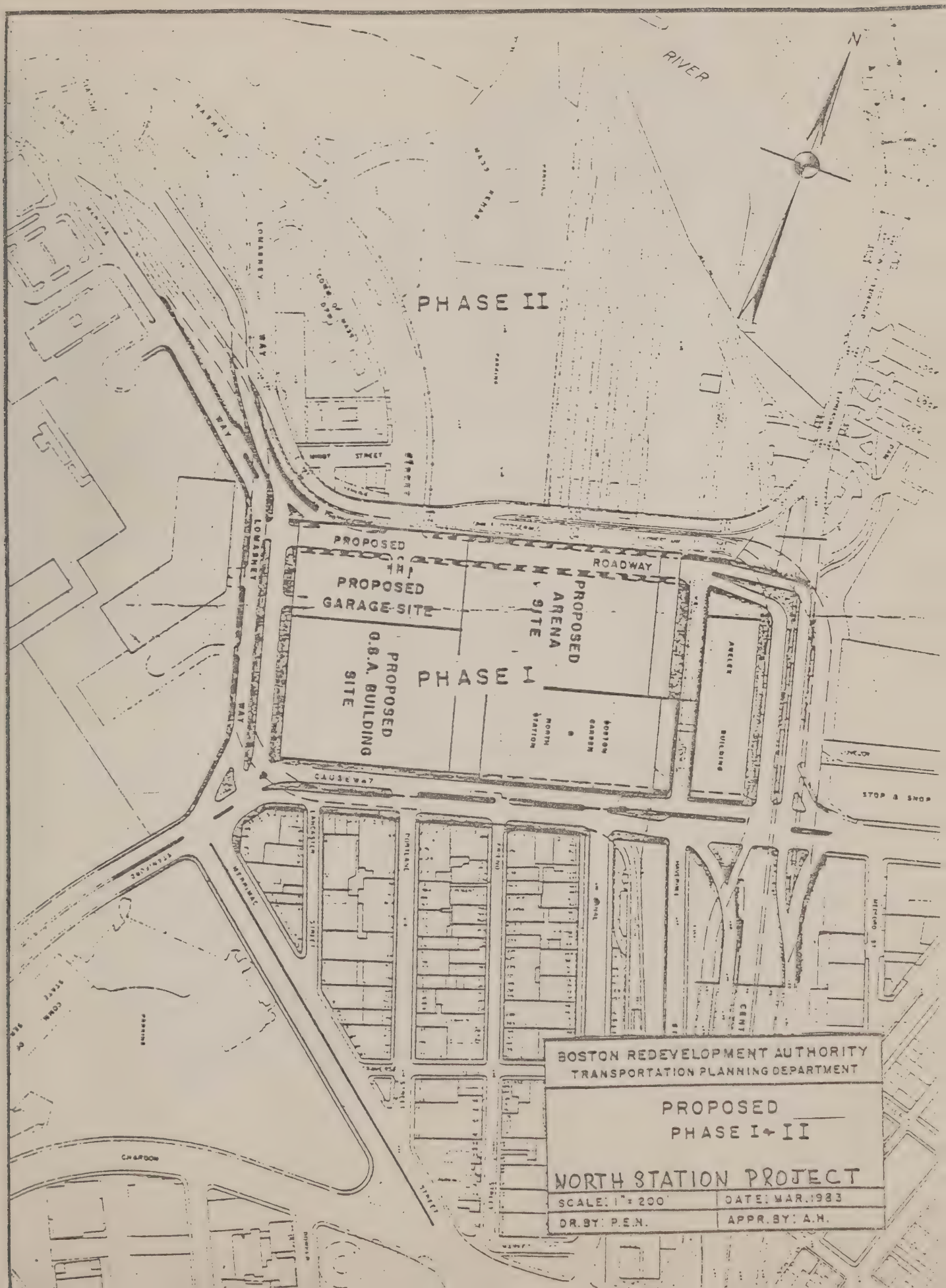
Current Activities

- Major street widening and reconstruction must be completed when the Federal building is ready for occupancy in 1986. This includes a section of Causeway Street and the extension of New Congress Street to Leverette Circle using current Merrimac Street, Lomansney Way and Martha Road. Urban Systems designation from the State is presently being sought. Project design is now 25% complete and it is anticipated that during 1984 the design will reach 75% completion.

- The MBTA is planning to remove the Greenline elevated on Causeway Street and replace it with one of several alternatives under study. In addition commuter rail improvements are being planned for North Station. During 1984 it is expected that the preliminary engineering for these improvements will be completed.

- A new multi-purpose arena is proposed for Phase I of the North Station Urban Renewal Project. During 1984 it is expected that a detailed feasibility study for the construction of an arena will be completed under the aegis of the Massachusetts State Convention Center Authority.

- Implementation of Phase II of the urban renewal plan covering the area from the Storrow Drive connector ramps north to the river requires the formulation of a more detailed plan. If the planning is to be successful it will require close coordination with Massachusetts General Hospital, MBTA, MDC and MDPW. It is expected that Phase II planning will get underway in 1984.


RIVER
N
PHASE II
PROPOSED
PROPOSED
GARAGE SITE
ROADWAY
PROPOSED
ARENA
SITE
PHASE I
PROPOSED
G.B.A. BUILDING
SITE
CAUSEWAY
BOSTON REDEVELOPMENT AUTHORITY
TRANSPORTATION PLANNING DEPARTMENT
PROPOSED
PHASE I + II
NORTH STATION PROJECT
SCALE: 1" = 200'
DATE: MAR. 1983
DR. BY: P.E.N.
APPR. BY: A.H.

PARK PLAZA URBAN RENEWAL PROJECT

Overview

The core area of the Park Plaza urban renewal project is now undergoing a high level of private and public development activity after a number of years of little progress. The State Transportation Building with its privately operated retail space on the ground floor, CityPlace, will open early in 1984, and the Four Seasons Hotel/Condominium, the first major private investment in the area is under construction now. Rehabilitation of a number of existing area buildings has occurred in the last few years or is going on now: The Park Plaza Hotel and Statler Office Building, the Little, Colonial and Walker Buildings along Boylston Street, the New England School of Law, etc. Excellent proposals from two strong development teams have been submitted to the BRA for a major mixed-use building on the Arlington/Hadassah parcel and it is expected that a designation will be made soon. In addition, there are plans to solicit developer proposals for a major office building on the Park Square parcel in the next year. Construction is scheduled to start in Spring 1984 on a publicly-funded street and sidewalk improvement project on major Park Plaza streets to support the private investment.

Current Activities

- Construction of a 290-room Four Seasons Hotel with 100 condominium units is underway. As negotiated with the BRA, the developer will also build and maintain a public plaza on the south side of the building as well as sidewalks around the building. The Authority is currently in final negotiations with the developer on design and costs for the public plaza.

- Tentative designation of a developer for the Arlington/ Hadassah parcel is expected shortly. As required in the developer's kit, this will be a mixed-use (residential/ office/retail) project, and the developer is to contribute a minimum of $600,000 to the Boston Housing Partnership and $50,000/yearly to the maintenance of the Public Garden and Common, as well as to build and maintain sidewalks around the building and a public plaza. The BRA will work closely with the developer during the year or more necessary for parcel assembly and preparation of construction documents and final financing before final designation. The work will include: intensive design and materials review; assistance with numerous City and State reviews and approvals; if necessary, use of eminent domain to complete the parcel assembly and provision of BRA relocation services; and negotiation of a Land Disposition Agreement between the two parties.

- There is a single development parcel left in the Park Square area, the Park Square parcel, to be assembled from City streets, private property, State surplus land and parkland. This parcel will probably be offered for a major office building with first floor retail. To make the site available, the State will transfer its surplus property to the BRA shortly, the BRA will petition to have the necessary City streets discontinued and will seek approval by the Legislature of the removal of the Lincoln Statue park from parkland. BRA staff will complete the design and development guidelines for the parcel, publicly advertise it, review and evaluate the submissions and make a staff recommendation.

- Construction documents prepared by consulting engineers for the BRA are essentially complete for a $6 million program to rebuild streets and sidewalks in the Park Plaza area. This work is to be funded by City, State and Federal agencies and private owners. Pedestrian improvements include brick sidewalks, special lighting, trees and a new park. Street improvements include a widened Stuart Street, a totally new Charles Street, and English-style Boylston Street. The State plans to advertise the contract for bids early in 1984 so that construction will start in Spring 1984 and be completed by Fall 1985.

- Authority staff will continue to work with and meet with the Park Plaza Civic Advisory Committee, which represents fourteen community groups and which played a major role in developing the revised Park Plaza plan.

PUBLIC GARDEN
BOSTON COMMON
BOYLSTON STREET
PROVIDENCE
2
STREET
ELIOT
PARK PLAZA HOTEL
MOTOR MART GARAGE
THE 57 PARK PLAZA HOTEL
ARLINGTON STREET
STUART
CHARLES STREET SOUTH
WARRENTON STREET
SHUBERT WAY
TREMONT
4
ALLENS ALLEY
STREET
AVENUE
WASHINGTON STREET
1. Arlington/Hadassah Parcel
2. Four Seasons Hotel & Public Plaza
3. Park Square Parcel
4. State Transportation Building
5. Street and Sidewalk Improvements
PARK PLAZA PROJECT
LOCUS PLAN

South End Urban Renewal Area

Overview

The South End Urban Renewal Plan initiated in 1965 began its development after a lengthy process involving unprecedented levels of neighborhood participation. The plan called for maintaining the heterogeneous population mix of the South End by both, new construction and rehabilitation of low-income family housing. Moreover, the massive up-grading of the South End has encouraged an even larger conventionally financed housing rehabilitation effort.

The redevelopment of the neighborhood's infrastructure has not been limited to replacement of sewers and sidewalks but also provided new lighting and landscaping. In addition, a new school, library, parks, pollution abatement and flood control facility have been built. The construction of a new settlement house and the expansion and rehabilitation of hospital facilities also provide services to the community.

Current Activities

- Proposals are being reviewed to produce below market housing in a number of BRA owned buildings, including sites on Clarendon Street, Warren Avenue, West Newton Street and East Concord Street.

- In 1983 the Authority participated in the creation of a proposal for housing development of the Tent City site. The proposal was jointly prepared by a development team and the Tent City Corporation. This partnership has presently broken down and the Authority has made comments on a financing plan submitted separately by the Corporation.

- The Authority has designed and submitted 75% plans for the second stage reconstruction of Tremont Street and Columbis Avenue. State approval and funding is expected in the Spring of 1984.

- In conjunction with the State's Central Artery plans, the Authority has initiated engineering for a new Herald Street. This street would absorb commuter traffic from the South Shore which now uses local South End streets to reach the Back Bay.

- In 1984 the Authority will convey properties leading to developmemts including,
  St. Cloud Hotel restoration
  Chinese nursing home
  new headquarters for YES, Inc.
  new light manufacturing facility
  headquarters for the United Neighbors of Lower Roxbury

- Public improvements about to commence include,
  Franklin Square Park restoration
  reconstruction of East Canton Street.

HOUSING
TENT CITY
CLARENDON St.
WARREN AVE.
NEWTON St.
CONCORD St.
Park
FRANKLIN Sq.
Herald Street
Nursing Home
Lt. MFG
Tent City
Clarendon & Warren
St. Cloud
W. Newton Street
Franklin Sq. Pk.
E. Canton St.
E. Concord St.
YES
UNLR
Street Reco
Struction
Herald St.
E. CANTON St.
Tremont + Columbus
Phase II
INT/Comm.
St. Cloud Hotel
Chinese Nursing Home
YES
Mfg facility
UNLR
SOUTH END URBAN RENEWAL AREA
BOSTON REDEVELOPMENT AUTHORITY
B-56

South Station Urban Renewal Project

Overview

South Station, after years of design and negotiation, is ready to break ground during the 1984 construction season. Prime responsibility for construction belongs to the MBTA. The BRA is owner and developer of the air-rights. MBTA construction plans, negotiated with the BRA, provide for this air-rights development. State and Federal funding has been obtained to pay for $5,000,000 of the costs associated with the BRA air-rights development. Another $2,200,000 in grant applications are pending, or being negotiated.

The South Station project will serve as the main surface transportation facility in Boston. It will serve rail, bus, subway, and automobile travelers and commuters. To take advantage of this excellent access the BRA has planned for a 12 story, 400,000 square foot office building, a 600 room conference center hotel, and 250,000 square feet of high-tech manufacturing space to be built on top of the transporation center. The MBTA will develop a mid-sized commercial and office center in the old Head House. In addition, the complex will provide approximately 1,700 badly needed parking spaces.

In total the project will contain over 1,000,000 of private development costing (and paying taxes on) more than $120,000,000. Some 3,600 people will work in the complex. Half of those, or 1,800 employees, must be Boston residents. The construction workforce will be approximately 2,600 with 26,364 work-months and a payroll of $80,000,000.

Over the long-term South Station is seen as a very important step in attracting High-Technology businesses into the City itself. Located between, and with easy access to the Teradyne and Wang plants, and the new Boscom computer trade mart, South Station is the ideal location for high-tech manufacturing and related support services such as legal, advertising, design, and software development.

Current Activities

- South Station is a complex inter-modal transportation center with federal, state and local participation in the design and construction. The mixture of uses and sponsors make it a very complex project. Especially difficult questons to be resolved in the coming year relate to which agencies pay for what part of the construction and how the various component parts are integrated. During the first part of next year we expect to write, negotiate, and sign an agreement with MBTA to resolve these questions.

- The BRA and its consulting architect will undertake work to design the public and utility system interfaces between the BRA components and the transportation components. Working with the MBTA, we have prepared a funding application that when approved will provide the BRA $200,000 for that work.

SOUTH STATION
PROJECT AREA

Scheme "B"
High Street Northbound

BOSTON REDEVELOPMENT AUTHORITY

Theater District/Downtown Crossing

Overview

The area recognized as the Theater District is today being influenced by over $350 million in development activity which will serve to fully integrate the area with the City's downtown retail, office and residential sector. Responsibilities associated with this project area necessarily overlap with other, adjacent projects including Park Plaza, South Cove, Downtown Crossing and Chinatown. The area's economic base is further diverse in that the City's seven legitimate theaters attract approximately 1.5 million theater-goers each season, who contribute some $54 million to the local economy.

Current Activities

- On September 29, 1983, the BRA tentatively designated Theater Plaza Associates as redeveloper of Parcel P-7, located adjacent to the Wilbur Theater at the corner of Tremont and Stuart Streets. Theater Plaza Associates proposes to construct a ten story, 40,800 square foot building with ground and lower level restaurant/retail space and office space on the upper nine levels. The developer will also construct a public plaza and sidewalk to the BRA specifications on the Tremont and Stuart Street edges of the building, and install a major public sculpture on the proposed plaza. This $4.748 million development will involve a long term lease (80 years) with the BRA.

- After several years of delay, the Boylston Building project is moving ahead with a new development entity; the Chinese Economic Development Council, Inc. and the Bay Group. This historic building, located in the Adult Entertainment District, will be redeveloped into The China Trade Center, with three levels of Chinese retail and four levels of office use. This $10.8 million development is being supported by a $1.113 million UDAG, a $2 million EDA Grant, $4.8 million IRB issue and $2.7 million in developers equity. Construction is anticipated to begin during March, 1984.

- In October, 1983 Emerson College purchased the former, 2,000 seat Majestic Theater with plans to expend $1.5 million to restore the structure for student and commercial theater use. Located at the rear of the theater is a vacant parcel of approximately 6,000 square feet owned by the Commonwealth and part of the State Transportation Building site. It has been proposed that a central video complex be constructed on this site by a new development entity including Emerson College, Cablevision/Boston and the Boston Access and Programming Foundation. This facility, required by the recently implemented cable franchise license, would provide access to the downtown community. Preliminary development drawings have been prepared by Emerson College for this facility, and a Memorandum of Understanding is being reviewed by the three parties and the City to form a development entity that would seek designation of the parcel from the Commonwealth, raise the necessary financing and develop and manage the facility. The BRA is coordinating this activity.

- The Paramount Theater, located across Washington Street from Lafayette Place, will soon be auctioned by the City for redevelopment. The BRA will review submitted redevelopment proposals with the Real Property Department and the Landmarks Commission.

- The BRA is presently working with property owners/developers on the rehabilitation of these buildings:

  600 Washington Street - 350,000 sq.ft. of office/retail space

  42 Temple Place - 20,000 sq.ft. of retail office space

  Kresge Building - 100,000 sq.ft. of retail/office space located at the corner of Washington Street and Temple Place.

  Boylston (Rialto) Place - redevelopment of this alley as a major pedestrian access, with associated retail space, to the State Transportation Office Building. The development group has reviewed preliminary plans with the BRA and is preparing a funding proposal to The Browne Fund for a portion of this estimated $160,000 project.

- The BRA is working with the Downtown Crossing Association on issues relating to the establishment and management of the Downtown vending program, establishment of a Downtown Crossing Special Assessment District to provide funding support for area maintenance, security, public improvements and program management and proposed rehabilitation of Filene's Park by the MBTA.

MAP

SPECIFIC

THEATER DISTRICT

Washington Park

Overview

Some of the Washington Park project's previous developments dating back some 10-15 years ago are under a readjustment period. New ownerships, better maintenance programs, and new management should be an improvement to this general problem.

Most of the project improvements, housing developments and institutional developments have been completed. There remain, however, four major vacant parcels for residential development. On two of these sites, construction will begin in 1984. Ongoing attention will continue in the Grove Hall area for commercial revitalization along Blue Hill Avenue and some of the much smaller vacant residential and sideyard parcels throughtout the Urban Renewal Area not yet designated.

Current Activities

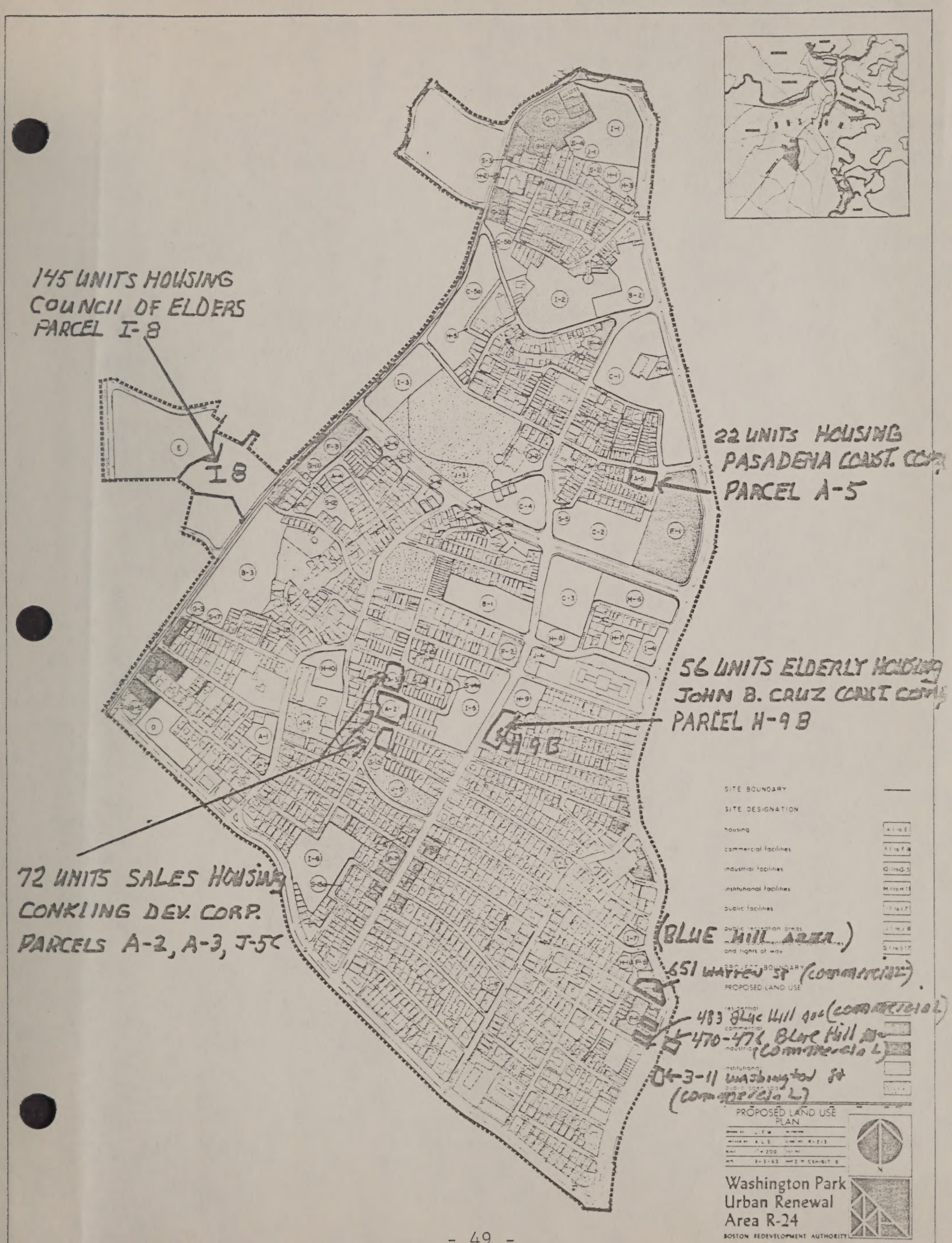
- Attention will be given to parcels not designated and development proposals that need change in the commercial area of Grove Hall along Blue Hill Avenue. Some of the original proposals slated for rehabilitation may require demolition and new construction will be proposed. NDEA will also be reviewing proposals in the Grove Hall area.

- Final Designation was voted on November 3, 1983 to the Council of Elders Housing Corporation to develop parcel I-8 on Washington Street. This $9.1 million development calls for the construction of 145 units of elderly housing in a seventeen story brick building.

- On August 5, 1982 the Authority adopted a resolution tentatively designating Conkling Development Corporation for constructing 100 units of low cost sales housing on Parcels A-2, A-3 and J-5C. Final Designation was voted recently for the first phase construction. The developer found the cost by the manufacturer was too high to allow each home to be sold for $60,000 or less, and is currently in pursuit of another company to lower the cost. A change of the final designation will be necessary when the new proposal is definite and design review is complete. Three more phases will follow if the first phase is successful creating approximately 72 new units of sales housing.

- The following is a list of tentative designations that, if the developers are able to secure financing, should be active in the coming year (1984).

  Parcel A-5 - Developer - Pasadena Construction Company Inc.
  Proposed 22 units of low-moderate income housi
  Parcel H9B - Developer - John B. Cruz Construction Company
  Proposed 56 units of Section 8 Elderly housing
  3-11 Washington St. Developer - Prince Hall Development Corp.-proposed
  commercial rehab
  483-485, 470-476 Blue Hill Ave., 8-12 Geneva Ave.,
  651-663 Warren St., - Developer - Neighborhood Economic Development
  Council, Inc. - proposal -
  Commercial development


145 UNITS HOUSING
COUNCIL OF ELDERS
PARCEL I-8
I 8
22 UNITS HOUSING
PASADENA COAST. CORP.
PARCEL A-5
56 UNITS ELDERLY HOUSING
JOHN B. CRUZ CONST. CORP.
PARCEL H-9 B
H 9 B
72 UNITS SALES HOUSING
CONKLING DEV. CORP.
PARCELS A-2, A-3, J-5C
(BLUE HILL AREA)
651 WARREN ST (COMMERCIAL)
483 BLUE HILL AVE (COMMERCIAL)
470-476 BLUE HILL AVE (COMMERCIAL)
4-3-11 WASHINGTON ST (COMMERCIAL)
SITE BOUNDARY
SITE DESIGNATION
housing
commercial facilities
industrial facilities
institutional facilities
public facilities
PROPOSED LAND USE
PROPOSED LAND USE PLAN
Washington Park
Urban Renewal
Area R-24
BOSTON REDEVELOPMENT AUTHORITY

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25072	LIGHT BLUE
25073	DARK BLUE
25074	LIGHT GRAY
25075	LIGHT GREEN
25076	DARK GREEN
25077	TANGERINE
25078	RED
25079	EXECUTIVE RED
25070	YELLOW

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